

CAUSE OF ROMA DISASTER A MYSTERY

To-Night's Weather—CLOUDY; WARMER.

**"IF IT HAPPENS IN
NEW YORK
—IT'S IN—
THE EVENING WORLD"**

The

Evening

World.

**FINAL
EXTRA**

**THE
EVENING
WORLD**

"Circulation Books Open to All."

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NEW YORK, WEDNESDAY, FEBRUARY 22, 1922.

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PRICE THREE CENTS

WOMAN IS ARRESTED IN \$73,000 "FAKE ROBBERY"

CONFESSES MRS. ROBERTSON WAS TO PAY HIM \$1,000 FOR \$73,000 JEWELRY "ROBBERY"

Deal, N. J., Woman, Who Had
\$50,000 Insurance on Gems,
Accused of Conspiracy.

YOUTH ALSO ARRESTED.

"Revolver" He Used in "Hold-
Up" Was Leather Case of a
Tobacco Pipe.

John Bailey, a youth of good family, was arrested by the police of Deal, N. J., to-day, charged with having been hired by Mrs. Sarah H. Robertson to enact the part of the "robber" in the spectacular invasion of her dining room last Saturday night, plundering her guests at the point of a revolver and taking a bag which was said by her to contain \$73,000 worth of jewelry on which she carried \$50,000 insurance. The police assert they have a full confession from Bailey.

Mrs. Robertson was arrested at noon at her cottage on a warrant issued by Judge Borden, charging conspiracy. She was taken to Police Headquarters suddenly indignant and refusing to make any statement in answer to "the insulting insinuations" of the detectives.

H. C. Taber of Baltimore, a contractor for the awnings for Mrs. Robertson's cottages, who was present at the "robbery" and Samuel Gann, a Long Branch telephone operator, named by Bailey as the go-between who engaged him to play the part, had been taken into custody by the police during the night as material witnesses.

HOW THE POLICE WERE PUT ON THE TRAIL.
David S. Meyer, a real estate operator who was present at the "robbery" party with his youthful nephew, E. M. Lazarus, and who lost \$50 during the performance, put the police on the trail of Taber. Mr. Meyer had been made suspicious because no pretence had been made of robbing Taber and by learning when he ran to his automobile to pursue the supposed thief that his own automobile had not been molested. He was also impressed by Mrs. Robertson's inability to find her revolver at first, and the discovery that when found it had apparently been put out of order deliberately.

M. Meyer also remembered he had at first declined Mrs. Robertson's invitation to dinner, and only accepted after she had telephoned him importunately three times.

Investigators for Lloyds, with whom the jewelry was insured, have been busy in New York, at Long Branch and Deal since Saturday. Robert Maltbie, the agent who wrote the policy, spent yesterday in Deal with Mrs. Robertson and two trained criminal investigators.

According to the story told to the police Saturday evening and partly corroborated by her dinner guests and Miss Olive Robertson, her niece, Mrs. Robertson was called to the door from the dining room and was confronted by a man masked with a handkerchief who, pointing a revolver at her, forced her to walk back to the dining room. The intruder had lined all five persons against the wall and had caused

**WOMAN ACCUSED
OF FRAMING \$50,000
HOLD UP IN HOME**



MRS. SARAH J. ROBERTSON

MRS. STILLMAN'S FATHER FOUND DEAD IN HIS BED

Was Visiting in Virginia—
Heart Trouble Given
as Cause.

RICHMOND, Va., Feb. 22.—James Brown Potter of New York, Newport and Tuxedo Park, was found dead in his bed here to-day in the home of Col. W. Frank Powers, whom he was visiting. Potter was the father of Mrs. James A. Stillman. Heart disease was given as the cause of death. The body will be taken to New York to-night for burial.

James Brown Potter, who in his early years in this city was a coffee broker at No. 59 Wall Street, was the son of Howard Potter, a banker and brother of the late Bishop Henry C. Potter, one of the leaders of the Episcopal clergy in this country. His family was distinguished in business and profession and in the social life of New York.

Mrs. James A. Stillman, or, as she has most recently been known, Mrs. Anne Urquhart Potter, is a daughter of Mr. Potter and it was to give her courage and aid in the divorce suit which Mr. Stillman brought that her father came here last summer. He sought in every way to bring about a termination of the troubles in the

10 HURT AS BUS TURNS OVER IN TROLLEY CRASH

Women and Girls on Way
Home From Social Club
Pinned in Wreck.

MIXED ON SIGNALS.

Bus Hit Jamaica Car, Knock-
ing It Several Feet Off
Track.

A motor bus, filled with a happy crowd of persons returning from a card party, collided with a New York and Queens Railway trolley at Flushing Avenue and Grove Street, Jamaica, shortly before midnight and turned over, injuring one man, eight women and a girl. In St. Mary's Hospital, Jamaica, are these victims, all from Jamaica:

Mary Zucker, thirty-one years old, of No. 459 South Street, contusions both legs.

Mary Batterman, thirty-seven, No. 1434 Union Hall Street, lacerations of the scalp.

Katie Frace, forty-two, of No. 167 Union Hall Street, bruises, both eyes and face.

Tessie Watt, forty-two, of No. 41 Campion Avenue, shock.

Frances Herwing, fifteen, of No. 5025 Beaufort Avenue, lacerations of the scalp.

Hattie Schroeder, forty-five, of No. 10 Centre Street, lacerations of the left ear.

Irene Flynn, thirty-three, of No. 8827 Campion Street, lacerations of the scalp.

In Jamaica Hospital:
Joseph De Rosa, thirty-two, No. 192 Monroe Street, Manhattan, owner and chauffeur of the bus, bruises and shock.

Those who were attended and went home are:
Mary Carrillon, fifty-eight, No. 9309 114th Street, Richmond Hill.

Mary Clark, thirty-one, No. 35 139th Street, Jamaica.

The injured, except the chauffeur, belong to a society that meets weekly at the Queensboro Bridge to Jamaica, approached in the trolley car.

It was in the care of Michael Eustace, No. 160 12th Street, Long Island City, motorman, and Freeman Herbert, No. 13 Second Street, Woodside. No one on the trolley was hurt.

The accident seems to have resulted from a misunderstanding of signals. The bus crashed into the front end of the trolley, breaking most of the windows and knocking it several feet off the track. The right side of the bus was tipped off and the impact turned it over.

Policemen Martin Gill and George Peters of the Jamaica Station found all of the injured pinned under the wreckage of the bus, and with the help of citizens lifted the debris until all were free. They were attended by ambulance surgeons from St. Mary's and Jamaica Hospitals. A wrecking crew had to be summoned to get the trolley back on the track.

**2 ARBUCKLE TRIALS.
COST CITY \$13,000**

San Francisco Pays \$5,963.25 for First and \$6,788.71 for Second.

SAN FRANCISCO, Feb. 22.—The two trials of Roscoe Arbuckle, a manlaughter charge arising from the death of Virginia Rappé, film actress, has cost the City of San Francisco nearly \$13,000. It was disclosed to-day with the filing of expense sheets. Both trials resulted in a jury disagreement.

The first trial cost \$5,963.25 and the second trial \$6,788.71.

THE WORLD TRAVEL BUREAU.
Arabic, Persian, (World) Building, 33-35 Park
Ave., N. Y. City. Telephone: Buxton 4900.
Check room for baggage and parcels open day and
night. Money orders and travelers checks for sale.
—Adv.

As a direct result from The World's Real Estate advertisement, Mayer & Gundrum sold nine houses, representing a value of over \$126,000, on an investment of \$350.

600,000 Sunday World Readers Possess an Inestimable Purchasing Power.

(Raising Entries on Page 7.)

SINN FEINERS PUT OFF TREATY ACTION 3 MONTHS

No Vote in Dail Shall Require
Resignation of Provisional
Government.

TEXT OF AGREEMENT.

Free State Constitution and
Pact to Be Submitted When
Elections Are Held.

DUBLIN, Feb. 22 (Associated Press).—An agreement to adjourn the Ard Fheis, the Sinn Fein National Convention, for three months was reached to-day among the political leaders of that body.

After Eamon De Valera and Arthur Griffith had answered several questions respecting the agreement, the Ard Fheis by a viva voce vote approved the agreement and adjourned.

The text of the articles of agreement, as read by Mr. De Valera, is as follows:

"In order to avoid division of the Sinn Fein organization, to avert the danger to the country of an immediate election, and to give opportunity to the signatories to the London agreement to draft a constitution, so that when the people are asked to vote in an election to decide between the republic and the Free State the constitution of the latter may be definitely before them, it is hereby agreed that:

"This Ard Fheis shall stand adjourned for three months.

"2. Meantime the Officers' Board of the organization shall act as a standing committee; the Dail Eireann, shall meet regularly and continue to function in all of its departments as before the signing of the articles of the London agreement, and no vote of the Dail Eireann shall be regarded as a party vote requiring the resignation of the President and the Cabinet.

In the mean time no Parliament election shall be held, and when it is held the Constitution of the Free State be in its final form of agreement.

"3. That this agreement shall be submitted to the Ard Fheis, and, if approved, shall be binding."

Answering questions, Mr. De Valera explained that the phrase regarding the Constitution "in its final form" meant that form in which it could not be changed, and that the advocates of the Free State must stand or fall by it. Mr. De Valera said he himself was satisfied at the agreement reached. Of course, he added, as neither side was likely to change its opinion, nothing in the agreement prevented either from advocating its views. The Officers' Board, which is to act as a standing committee, hap-

(Continued on Eighth Page.)

\$3.60 Sunday World Real Estate Adv. Sells Nine Houses Valued at \$126,000

The Unlimited potentiality of The World's Real Estate advertisement to accomplish the extraordinary, never has been illustrated to more favorable advantage than is shown by the experience of Mayer & Gundrum, the Brooklyn builders.

Sunday, January 29, this firm ordered the following Real Estate advertisement to be published in The World:

14 TWO-FAMILY brick bay window houses, with garages; steam heat, electric lights, parquet floors throughout, tiled kitchens and baths; five minutes' walk to all cars; lines and elevated; recent fare zone; tax exempt ten years. MAYER & GUNDRUM, Charlestown St., between Cypress and Wyckoff Aves.

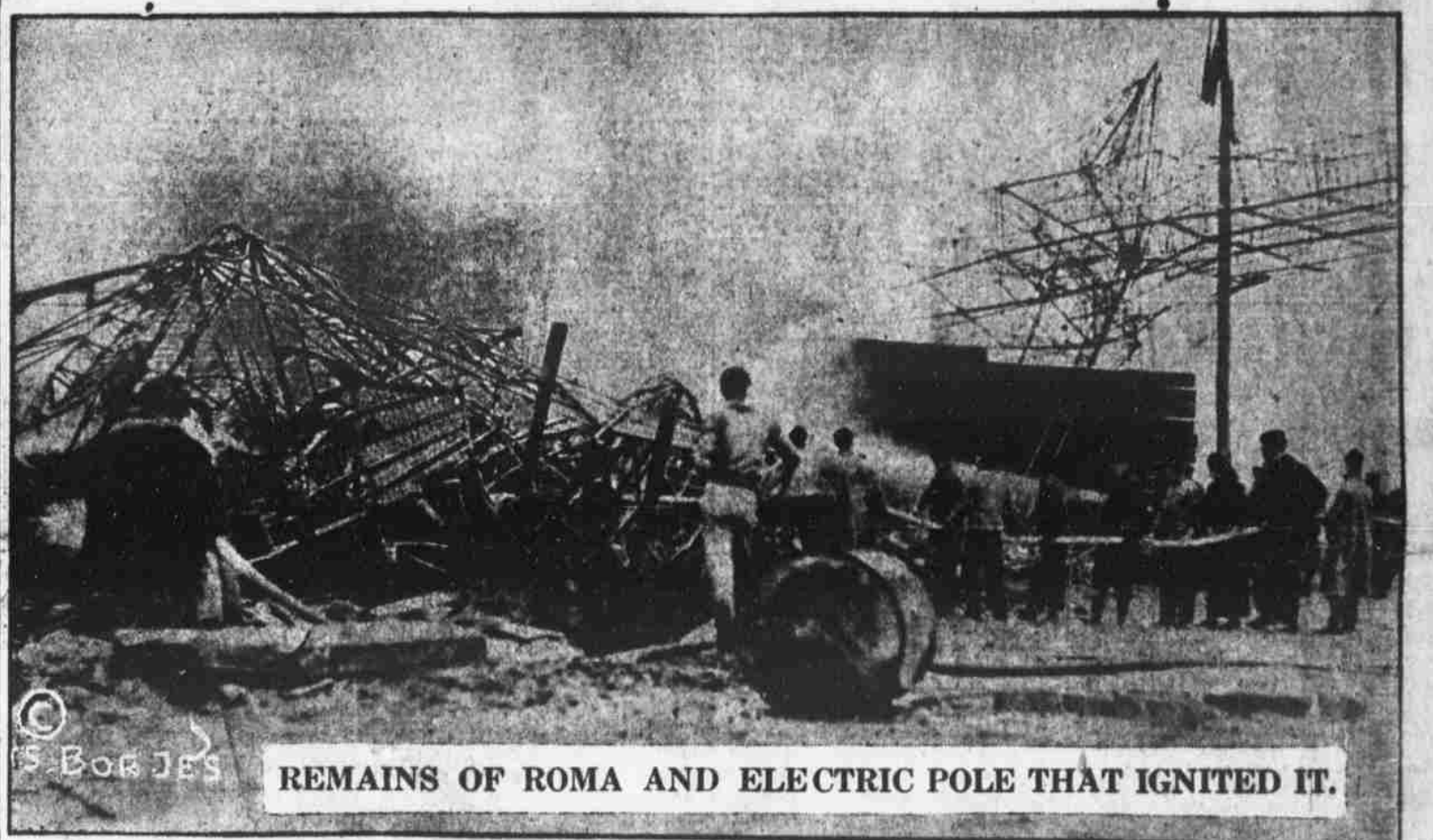
The result of the advertisement was that within a few days the firm had secured orders for nine houses, valued at \$126,000, on an investment of \$350.

As a direct result from The World's Real Estate advertisement, Mayer & Gundrum sold nine houses, representing a value of over \$126,000, on an investment of \$350.

600,000 Sunday World Readers Possess an Inestimable Purchasing Power.

(Raising Entries on Page 7.)

ARMY BOARD SEEKING TO PLACE DEFECT IN RUDDER WHICH CAUSED ROMA WRECK



REMAINS OF ROMA AND ELECTRIC POLE THAT IGNITED IT.

(Copyright, Pacific and Atlantic Photos.)

Airship Did Not Explode in Air, Says Major Gen. Patrick—Most of Victims Burned to Death After She Struck Electric Light Wires.

NORFOLK, Feb. 22.—Testimony of survivors and eyewitnesses is being taken here to-day by an Army Board of Inquiry under the command of Major Gen. Mason M. Patrick, Chief of the Air Service, into the disaster that yesterday overtook the Army dirigible Roma with a loss of life of thirty-four members of its crew and passengers and serious injury to all but three of the remaining eleven persons aboard.

The testimony already taken indicated that the disaster was due to an accident to the controls regulating the altitude of the big dirigible. But Major Gen. Patrick definitely has announced that there was no explosion in the air—that is, before the bag of the Roma struck high-tension power wires near the ground. Gen. Patrick gave out the first official announcement of the preliminary findings of the Army Board. He said:

"From the testimony I have heard so far it is indicated that the disaster was due to an accident to the controls regulating the altitude of the Roma.

"The ship came down, striking high tension electric wires, which caused the fire. There was no explosion and no fire while the ship was in the air."

"The board of investigation is taking testimony from all the men, and its report will be made as soon as possible. A very thorough investigation is being made to determine, if possible, the cause of the terrible disaster, which is an awful blow to the Air Service."

"Everything possible is being done for the families of those who lost their lives and for the comfort of the survivors of this great disaster."

The Roma had yielded up to-day the last of its dead. Recovery of the last body fixed the toll of the disaster—the greatest in the history of American aeronautics—at 34 dead, eight injured and three practically unhurt.

Of the dead 30 had been identified, although many of the bodies of those caught in the interior of the ship were burned, blackened and charred almost beyond recognition.

Air service men from Langley Field, the home station of the craft, began shortly after dawn to-day the clearing up of the wreckage of the Roma on previous trips. The work was unhampered and the men at the same time preparations began for the official inquiry.

In connection with the inquiry those developments, some officers said, had been established definitely:

First, that the left rudder of the Roma gave way when she was less than half a mile from where she went down near the army base fire station.

Second, that there was no fire on the ship until after the tilt began.

Third, that the craft became unmanageable as she swooped over the base reservation, narrowly missing a 150-foot smokestack of the central heating plant.

Fourth, that the immediate cause of the explosion with such force as to wreck the entire craft and set her on fire was contact with a set of 220-volt high-power electric wires, less than 100 feet from where the Roma crashed into a pile of debris.

Fifth, that the Liberty motors, which were being tested, were not responsible for the disaster, unless something more tangible should be learned than appeared to-day.

The point which the Army Board of Investigation, which will be organized to-day, will decide is what caused the rudder supports to give way.

There were two pilots in charge of the ship's steering gear. They were Capt. Walter J. Reed and Lieut. B. G. Burt, both of whom had been at the wheels of the Roma on previous trips. Burt was uninjured and Reed is on the road to recovery from slight injuries.

(Continued on Second Page.)

THREE NEW YORKERS KILLED IN ROMA CRASH; ANOTHER IN THE LIST OF SURVIVORS

Lieut. Riley Leaves Wife and Baby—James
Murray Always Lived With Friends Here
—W. J. Ryan Well Known in Brooklyn.

First Lieut. William E. Riley, one of the crew of the airship Roma who lost his life yesterday, leaves his wife, who was Miss Mildred Harcher of No. 526 West 86th Street, and a five-weeks-old daughter at that address. Many of his relatives live in Stamford, Conn.

Lieut. Riley was twenty-five years of age and welcomed his assignment to the Roma for training. On the way down to report he wrote a letter to his brother here in which he expressed his joy. He had spent six years abroad, preceding his eighteenth birthday, with his uncle, Edward Riley, a New York insurance broker.

He studied in many schools abroad and then returned to this country and finished his preparations for Yale at Suffield School. He was a member of the class of 1920 at Yale, but left college to join the Yale Balloon Battalion in 1917 after training at Fort Oglethorpe, Ga.; Fort Omaha and Ross Field, Cal. He received his commission as Second Lieutenant, from balloon pilot, in November, 1918. He was discharged shortly after that and re-enlisted in October, 1919, in the Eighteenth Airship Company. He was sent to Aberdeen Proving Ground in Maryland and remained there until he was ordered to the Roma a month ago.

He will be buried on Sunday at Stamford, the services being held in St. John's Catholic Church.

None of the officers of the big dirigible had the slightest apprehension of danger in navigating the air, according to Mrs. William J. Reed of Scarsdale, N. Y., mother of Capt. Walter J. Reed, Flight Commander of the Roma, who is among the survivors. Mrs. Reed said that her son took the hazardous job as much as a

father of course that she had almost ceased to fear for him when he was in the air.

"I never thought any kind of flying was safe," said Mrs. Reed, "but I felt that in a dirigible a person would be safer than in any other sort of aircraft. In his letters home Capt. Reed seemed to feel that it was all perfectly safe and so we almost stopped worrying about him."

About a year ago, Feb. 4, 1921, he married Miss Maria Blackiston, daughter of Mr. and Mrs. Harry C. Blackiston, of No. 44 West 17th Street. The day after the ceremony the couple sailed with Major Thornell and Capt. Mabry for Italy to arrange for the transportation of the Roma to this country.

Capt. Reed's father, William J. Reed, who formerly had a restaurant office in this city, has retired from active business and lives in Scarsdale.

Mrs. Blackiston said although Capt. Reed never seemed to worry about his safety in the air, she felt that it was always dangerous.

"Capt. Reed loved his work," she said, "and neither he nor my daughter seemed to worry about it. He was planning several flights to New York and Chicago as soon as the dirigible had finished her trials."

With neither his nor his wife's worry about him Master Sergeant James Murray's death was a hard blow to Charles Ellis, wife and family, at No. 709 Greenwich Street. Mrs. Ellis, a kindly faced old lady, sat on the third floor of the tenement house to-day and cried. With the tears running down her face she declared the death of Murray affected her more than the death of her own brother recently.

Her husband, who had received a telegram this morning advising of the death of Murray, had answered "Let him be buried where he fell. That was his wish."

"He was born in England," said Mr. Ellis speaking of Murray. "He

FIVE KEYS TO WOMAN'S HAPPINESS

No. 1—Self Adornment

An Interview With NEYSA McMEIN

ON THE MAGAZINE PAGE—TO-DAY